

**MISSISSIPPI WING HEADQUARTERS CIVIL AIR PATROL
MISSISSIPPI WING SUPPLEMENT 1
7 April 2012**

CAP REGULATION 66-1

Aircraft Maintenance

CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT

CAPR 66-1 dated 1 Feb 2010, as amended, is supplemented as follows:

1. Objectives:

(added). This supplement defines and details requirements of CAPR 66-1 for the specific needs of the Mississippi Wing (MSWg) while meeting safety and FAA standards. It provides uniform instructions for upkeep and maintenance of CAP Corporate aircraft assigned to MSWg.

4. Responsibilities:

4a (added). All CAP Corporate aircraft assigned to the Mississippi Wing remain assigned to the wing. It is MSWg policy to not assign corporate aircraft to individual subordinate units, but rather for subordinate units to host corporate aircraft at/near the subordinate unit locations. Subordinate units within MSWg have no responsibility for aircraft financial operations

4b (added). The MSWg/CC will designate a Wing Aircraft Maintenance Officer (WAMO). The WAMO will administer all phases of CAPR 66-1 and this supplement to provide and coordinate a Centralized Aircraft Maintenance Management Program.

(1) All aircraft maintenance activity will be coordinated through the WAMO. The WAMO will authorize all required aircraft maintenance, inspections, and upgrades.

(2) The WAMO will report to the MSWg Director of Operations (DO).

4c (added). The Commander of each subordinate unit that normally hosts a corporate aircraft will appoint a Squadron Aircraft Maintenance Officer (SAMO). The SAMO will monitor aircraft condition, scheduled maintenance and inspection requirements, and discrepancies. The SAMO will coordinate their accomplishment/resolution with the WAMO. Other duties of the SAMO, or of other squadron members as determined by the unit Commander, include but are not limited to:

(1) performance of the 28-day cycle database update for IFR approach certified GPS units.

(2) maintenance of the Aircraft Information File (AIF), especially updates of the Cover Sheet information

(3) completion of the monthly Aircraft Utilization Report (AUR) for any MSWg corporate aircraft located on their airfield on the first calendar day of the succeeding month.

(a) forward the completed AUR to both MSWg Hq and the WAMO NLT the 5th day of the next month.

(b) forward payment of aircraft minor maintenance charges (checks in the AIF envelope) for any non-reimbursed missions to MSWg Hq NLT 5th day of the next month.

6b. 100-Hour Inspections:

(added) All 100-hour Inspections will be accomplished as Annual Inspections.

7d. Pilot/Aircrew Reported Discrepancies:

(added) Pilots must review all open aircraft discrepancies prior to takeoff to confirm both aircraft airworthiness and aircraft capability to perform the sortie's mission purpose. This information is available by tail number in the WMIRS Aircraft Discrepancy Log.

7d(1). (added) A new aircraft discrepancy cannot be entered into the WMIRS Aircraft Discrepancy Log without an accompanying determination of aircraft status (Grounded or Deferred Maintenance). If deferred, flight limitations must be determined (No IFR, No Night, Inspection Required, Other or No Limitations). As such, Discrepancy Entry and status/limitations Determination is limited to individuals in the positions of WAMO (primary), asst WAMO, and MSWg DOV, DO, CV, and CC.

7d(2). (added) A pilot who discovers/experiences any aircraft discrepancy or inoperative equipment not already an open write-up in the WMIRS Aircraft Discrepancy Log, shall report the issue ASAP after landing to an individual specified in paragraph 7d(1) (in that order) for entry of the discrepancy(s).

7d(3). (added) To insure that a subsequent pilot is aware of any discrepancy or inoperative equipment issues not yet entered into the WMIRS Aircraft Discrepancy Log, the pilot will place on the pilot seat: (a) the Grounded (Red) Card when the newly discovered/experienced discrepancy makes the aircraft not airworthy. This card should remain until the issue is resolved..

(b) a properly completed Yellow Card communicating the issue until it is entered into the WMIRS Aircraft Discrepancy Log. After entry and determination is made, the Yellow Card can be discarded.

9f. Survival Kits

(added) Contents of the MSWg Survival Backpack are listed in the small front pocket of the backpack. The contents of the backpack and the survival water should be used only in emergency situations.

9g (added).

In addition to the items listed in 9a-f above, MSWg corporate aircraft will also be equipped with the following: 1 GATS Jar (to aid in proper disposal of sumped fuel), 1 Fuel Hawk (to accurately determine in-tank fuel quantity), 1 set of chocks, 3 tie-down ropes/straps, 1 pitot tube cover, 1 set of cowl plugs, 1 tire pump. If any of these items go missing, contact the WAMO.

11. Records.

(added) Original aircraft maintenance logbooks and any applicable STCs should normally be kept in the aircraft satchel. The satchel should normally be kept in the aircraft baggage compartment.

12. Insurance Requirements.

(added) For emergency repairs that must be made at a location not having a MSWg Contract or an Additionally Approved maintenance provider, contact the WAMO (primary) or an individual listed in paragraph 7d(1) PRIOR to any repair action. Repair options include:

- a.** Dispatching an FAA Certified Mechanic from an approved MSWg maintenance provider.
- b.** Using an FAA Certified Mechanic at or close to the location that does have the required insurance liability coverage (minimum \$1-Million per occurrence for Products and Completed Operations). A copy of an Insurance Certification will be obtained PRIOR to the mechanic beginning repair action.
- c.** Using an FAA Certified Mechanic at or close to the location that does not have the required insurance liability coverage. This option requires preapproval by the WAMO and MSWg/CC plus approval by CAP NHQ/LGM (CAP NOC outside of normal duty hours) PRIOR to the mechanic beginning repair action.

18 (added). Aircraft Fuel

After completion of flying, the aircraft should be refueled to its "Standard Ramp Fuel Load" after first measuring the fuel remaining in the tanks and calculating how much fuel to on-load. The "Standard Ramp Fuel Load" is predetermined for each tail number and is posted in front of the pilot's yoke. If the sortie flown was non-reimbursable:

- a. the crew is responsible for the cost of fuel used and the aircraft minor maintenance usage.

b. Payment for aircraft minor maintenance, preferably personal check, should be left in the fuel credit card envelope inside the AIF binder.

19 (added). Hobbs Meter and Tachometer Malfunction.

If the Hobbs Meter becomes inoperative, calculate sortie Hobbs time as 1.2 times the Tachometer time. If the Tachometer becomes inoperative, calculate sortie Tachometer time as 0.8 times the Hobbs time.

/ APPROVED /

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